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The Daily Press.

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HONGKONG, SEPTEMBER 1ST, 1904.

We are getting a little tired of being told that in the Russo-Japanese war there is apparent that element usually referred to as the "unprecedented." It may be the first time that the Orient has clashed in real warfare with the Occident; but it is by no means the first time in the world's history that a great Power has been shocked by the effective intervention of a new recruit to the ranks of the nations. That east is east, and west west, and never the twain shall meet, &c., is strictly true in only a geographical sense. Japan both past and present has met European civilisations in many essential things. Japan is not a barbarous nation newly veneered with civilisation. Japan is a civilised nation of long standing with the barbarism no nearer to the surface than is that of other nations; but perhaps the Japanese veneer, either of its former making or later acquisition, is of a less opaque kind. Japan before the foreign invasion was as much a civilized nation as Rome was, when Julius was invading barbarian Britain, long after Russia began to wear even the swaddling clothes of social refinement. Rome was presently to suffer similar surprises to those now being felt by Russia, and, apparently, shared by the unthinking world. The invasion of Spain by the Moors was mere "unprecedented" and startling than the over-running of Manchuria by the Japanese. Even the great invincible British power had to be surprised at the presumption of a lot of rough American colonists, and to put up with an unprecedented result. There is in the present duel nothing more surprising than the English conquests of Gaul. It does seem late in the day to find the wonder based on

the superficial differences in the respective cartographic areas. Throughout history, from the roving Danes and their English heirs, the wandering Norsemen and the multiplying Semites, we have seen the little leavens leavening the large lumps. The change wrought in big Africa by little Europe is another illustration. No more wise is this persistent recurrent error that civilisation is a new thing under the Rising Sun. Japan had its literature while we were still scratching badly drawn pictures on soft stone and earthenware. Japan treated its women as we do even now, honestly considered; only Japan made no pretence of chivalry while it legislated "wanton-tree" laws, man-made. It kept up the wasteful feudalistic etiquette to a much more recent date, but whereas our real socialism did not begin until our feudalism left off, Japan had a healthy communal system running contemporaneously with its swashbuckling doings. That is why Japan remains Japanese under its European veneer, because there was nothing radical that required to alter. This Oriental tree had civilized roots; its new features are merely shoots grafted on: the tree remains. Its inventive faculties have not had to be awakened from the torpor of barbarism. They were as fully developed as ours, and the great conversion of the last half century is nothing more than a diversion—of these equally evolved powers into similar channels of activity to ours, and away from directions that struck the earlier foreign visitors as anachronistic and "uncivilised." Another popular misconception is that the Japanese has a detachment and mobility unknown to western peoples. This fancy originated with the globe-trotter who glanced into Japanese interiors and missed the "tatami" and the sideboard, the "upright grand" and the umbrella stand. We are still being impressed with the "fact" that the Japanese wants are simple and easily supplied. "His belongings can be packed in a bundle and carried on his back." As for us, we put our money in a stone cottage and fill it with permanent furnishings, to which we are rooted like a vegetable. It is nonsense, of course. We have nothing to dread in a comparison of our respective acquisitive tendencies. The Japanese, rich or poor, hoards more than he can carry on his back, and in the matter of "great possessions" is no more in accord with the Sermon on the Mount than we are. The real factor of Japan's success in war is not to be found in these idle fancies. It rests, as we have previously pointed out, on patriotism. Patriotism of the Japanese and English kind is not general in great Empires. The more nearly its area approximates to the parochial, the livelier it is like to be. Russia, China, these are too big to have this effectual patriotism. Thus the race is not to the swift, nor the battle to the big.

One fatal plague case was recorded yesterday.

The *Thorus* and *Ataka* drossed ship yesterday in recognition of Queen Wilhelmina's 24th birthday.

Major-General Sir William Gascoigne and Lady Gascoigne have taken a house at Repton, Suffolk.

A Chinese foreman pile driver, at the Naval Yard extension, was killed yesterday morning by a boiler falling on him.

It is said that the Japanese were prompted to seize the *Riesdell* at all costs because they knew she had valuable despatches on board.

News has been received of the total loss on the Goto Islands in the typhoon, of the *Mitsa Bishi* Co.'s steam collier *Akagawa Maru*, 1,065 tons.

Dr. Eberle, of the U.S. Army, has discovered in the Philippines the microbe of dengue fever, and has named it *plasmobola*.

A mail from London of 12th May arrived at Chungking on 25th July, having been carried via Rangoon, Bhamo, and Yunnan.

All the hospitals at Harbin are full, and the Red Cross nurses are much pressed for room. The total Russian force at Mukden is said to be now 100,000.

The engagement of Captain C. W. Mead, Engineer-in-Chief and General Manager of the American China Development Company, Canton-Hankow Railway, to marry Miss Beatrice Zils, of Shanghai, is announced.

The police yesterday discovered a dangerous Electric Tramway pole, in the vicinity of Shaukiwan. There was a leakage of electricity from the wires, finding its way to the ground by means of the pole. The Company were at once informed about the matter.

His Lordship the Bishop of Macao, D. João Paulino d'Azevedo Castro, accompanied by the Revs. A. Gomes, T. Nunes, W. Arkwright, Soares and Lima, arrived yesterday by the German mail steamer *Bayern* from his pastoral visit to the Portuguese missions in Singapore and Malacca.

River navigation in Burma during monsoon floods has its own peculiar risks, according to the *Bangkok Times*. The river near Yeh was in high flood, and the B.I.S.N. Co.'s s.s. *Mergui* foundered "in a paddy field."

Until the disarmament of the Russian ships at Shanghai took place, Japan was keeping her three cruisers within twenty miles of Gutzlaff. Communication with Shanghai and the Consulate is kept up by the destroyer *Izumi*.

The text of the Tsar's manifesto shows that the political amnesty granted for the baptism of the Tsarovich is so limited and conditional that very few, if any, prisoners will be benefited by it. The Chinese Empress does this sort of thing better.

Referring to the Governor's recent treat for Hongkong children, the *N.C. Daily News* remarks: A party on such a scale as this to the children is quite a new departure for Hongkong, no previous Governor having indulged them so generously.

From Glasgow we have received one of the City papers which contains an extract from an article in the *Hongkong Daily Press* on the relations of "France and England." Our correspondent deletes the word "England" and writes in the margin "Great Britain." We beg pardon.

Experiments have been made at Shanghai in raising from seed plants of *Ocimum Veride*, "The Mosquito Plant." This plant was first introduced last year at Kowloon, when a specimen was received from Northern Nigeria. Its introduction claims that by placing two or three plants in a room, it is kept free from mosquitoes.

It is stated from Peking that owing to certain disputes between some Italian and the Chinese in charge of the Soochow Silk Filature—which was started about six years ago in that city, when Reform was the "fashion"—the Italian Legation in Peking is sending one of its members down there to try to settle matters.

A lady passenger on the *Malacca*, writing to the *Daily Graphic*, says one of the officers told the captain that the English were so terrified of Russia that they did not expect any notice to be taken of their insult to the British flag. At Suez, the deck was surrounded with sentries carrying fixed bayonets. The Russians said they had orders to "make an example" of one ship to deter others from carrying contraband.

Five shillings a week pension to each private soldier's widow, and 1s. 6d. compassionate allowance for each child, is now assured by the State in every case where a soldier has died within two years from contracting a fatal wound or disease in South Africa. This is the first time in our history that this has been done. Nevertheless, much remains for private generosity, and the Lord Mayor consents to reopen the Mansion House Fund for Transvaal War Widows and Orphans.

The blue-funnel liner *Cathay* is reported to have been taken by the Russians to Sachalin. Why does not Admiral Noel send a couple of cruisers to find out what is being done with her there? asks the *N.C. Daily News*. There is no Prize Court on Sachalin, and if the *Cathay* has been taken there in order that the flour on board may be limited for the relief of the Russians there, before the vessel has been condemned by a Prize Court, it is sheer robbery, on a par with the Russian treatment of British vessels generally.

Apocryphal recent London ruling in a P. A. O. case, with regard to steamer companies' liabilities in respect of passengers' luggage, a New York judge has given quite a contrary decision in a similar case. The conditions printed upon the back of the tickets he held "are not binding, because they are not reasonable, nor in accordance with public policy." Admiralty lawyers regard the decision as of great importance in establishing a precedent in connection with the liability of steamship owners in regard to losses of valuables on shipboard.

The following item, accompanied by an excellent photograph of the Band, appeared in the *Public Review*: The Tientsin City Police Brass Band is composed of some 25 young Chinese boys, whose ages range from 15 to about 21 years. Organised by the Commissioner early in 1902, after 18 months' patient and indefatigable teaching by the bandmaster, Mr. Davis, the band is already able to play international anthems, marches, etc., and hopes to undertake music of a more classical description at an early date. The bandmaster belongs to the 21st Punjab Infantry, a regiment at present stationed at Tientsin.

By kind permission of Lieut.-Col. Fremonger and officers, the Band of the 89th Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—  
March—"Field Service" ..... Ord Hume  
Overture—"Tancrède" ..... Rossini  
Selection—"The Bohemian Girl" ..... Balfe  
Intermezzo—"Pendant to Bal" ..... Gillet  
Selection—"Reminiscences of the Plantation" ..... Chambers  
Waltz—"The Choristers" ..... Phelps  
Two Step—"Munblin Moe" ..... Thurban  
"God Save the King"

The officers of the cruiser *Asakid* at Shanghai, who have their quarters in one of the buildings at the Cosmopolitan Dock belonging to Farnham, Boyd & Co., gave a ball, partly at fresco, on the 22nd ult. A number of Russian officers from the other Russian ships in port were present. Quite a number of Russian ladies also graced the ball with their presence, while the excellent band of the *Asakid* discoursed sweet music. The merriment lasted until the early hours of the morning, and all thought of death and wounds and international complications, and tangled questions of neutrality, were apparently banished for the nonce.

The ferry *Morning Star* is undergoing a general overhaul.

The report of the Supreme Court will be found on page 5.

The Dock Co. have completed the repairs, etc. to the s.s. *Lothian*. She is shortly to take coals to S. Africa.

The s.s. *Sikh* is now in Kowloon No. 1 dock receiving a new sternpost, forged by the Dock Co. She damaged her sternpost on a rock in Singapore Harbour.

It may be news to know that in the Province of Shansi alone, according to experts who have surveyed it, there is enough coal to supply the needs of the world (300,000,000 tons annually) for 2,100 years.

The Chinese now being enrolled by the Russians as railway guards are armed only with stout sticks in case when the Russians retire they should turn and rend the hand which has fed them.

Two Russian-speaking Chinese who have been spying on the Japanese movements in Dalny, and also procuring supplies for the Russians, were caught by the Japanese, and after due examination executed. They were both natives of Shantung.

The Foreign Ministers in Peking have protested against the Chinese monopoly of working of mines in Honan, and insist that foreign capitalists be also allowed to take part. As Prince Ching cannot give a decisive opinion on the matter the question of monopoly is temporarily shelved.

All the pother about the Russian ships at Shanghai was needless. The ships probably came there to disarm. The Russian bluffing of China did not show "incredible contempt." The Tsar's intervention did not save trouble. No doubt the Chinese quite understood the Russian attitude. The Russians were "saving face." That was all.

The Japanese News Agency reports a case of plague having occurred at Yinkow, but we (*Peking Times*) hope the disease has been wrongly diagnosed. Anyway the Japanese authorities are taking active measures to deal with the case, and superintending sanitary conditions generally, and there is far less danger of it spreading than formerly.

Viceroy Wei Kuang-tao has memorialised reporting the total amount of funds collected by the various likin offices and stations throughout the province of Kiangsu during the year 1903 as Tls. 1,850,000, part of which has been sent up to the Imperial Exchequer in Peking for the use of the Government and part spent in liquidating indemnities.

The Acting Governor of Hunan reports having engaged five Japanese gentlemen to serve as teachers in the Normal and High Colleges in the Capital of the Province. These teachers have been engaged through the Chinese Minister in Tokyo with a monthly pay of from Tls. 150 to 200 per man with free quarters. These gentlemen left Tokyo for China a few days ago, and it is expected they will arrive early next month.

In order to promote industry in North China Viceroy Yuan has given permission to the Director to the Bureau of Agriculture at Pao-tung to establish a glass factory at Wan-fung Hsien (near Peking), for the manufacture of all kinds of glassware after Japanese methods. His Excellency has given Tls. 20,000 as part of the requested capital, which will be subscribed by Chinese officials and merchants in this province.

The Viceroy of Yun-kwei has memorialised regarding the construction of the French railway in Yunnan. Since the spring of 1908 different parties of French engineers have successively visited the province for the purpose of surveying the route which was marked out. Now the company suggests an entirely new route, over 1,000 li, or about 333 miles in length. The estimated cost of the necessary lands and other expenses will be at least Tls. 1,000,000.

The Hon. Sec. of the Tientsin Cricket Club has received a letter from the Hon. Sec. of the Shanghai Cricket Club regretting that his committee will be unable to accept the invitation of Tientsin to send a team this year owing to the fact that they are sending a team to Hongkong in November, and cannot manage both visits. It has been suggested that Tientsin should visit Shanghai between now and the end of October, but it is feared a sufficiently strong team cannot be got together.

Mr. H. G. Myhre, Acting Deputy Coast Inspector, publishes the following information:—The Chinese gunboat *Fetting*, sunk by an explosion of gunpowder, lies in 6 fathoms of water about 1 mile above Ching Chai Wan and 2 cables off shore. There are 11 feet of water over her funnel. From the wreck, P.S. Sin Chau Beacon bears S. 80 deg. W. and Golden Island Pagoda bears S. 66 deg. E. A sampan flying a red flag during the day, and exhibiting a red light at night, is moored over the wreck.—*Shanghai Mercury*.

At the instance of the Director-General of the Southern Railways, official proclamations have been issued by the Viceroys regarding the construction of the Shanghai-Nanking line by British capitalists, and at the same time their Excellencies strongly advise the wealthy Chinese officials and merchants to purchase the shares of the company at £100 per share. As the line is in Kiangsi, which is regarded as the wealthiest province in China, it is believed that the line will become one of the most profitable railways in the Empire. When it is completed the profits on the shares will probably be much increased.

## THE WAR.

[JAPANESE OFFICIAL DESPATCH.]

RUSSIAN ROUT AT LIAO.

Tokyo, 30th August.

On the 25th instant, when the Russians were strongly posted on the steep mountains, twenty-three miles to the south-east of Liaoyang, the Japanese First Army began an attack.

By night, the Japanese central column had captured the corresponding Russian position, after a gallant bayonet charge by the infantry.

The Russian right and left wings continued a stubborn, desperate resistance, and severe fighting ensued on the following day.

By evening of the 26th, after a sanguinary engagement, the Japanese right column overcame the Russian left, and captured eight guns.

On the 27th instant, the entire Japanese forces delivered a concerted attack, which resulted (about sunset) in the whole Russian position falling into their hands.

Japanese casualties numbered about two thousand.

At the same time, the more westerly army of Japan marched into Anshantung, which place the Russians evacuated without resistance.

Both Japanese armies continued to press the retreating Russians, some detachments being sent to intercept their escape. The movement was successful. The Russians fled towards Liaoyang in the utmost confusion.

During this rout, the Japanese maintained a heavy fire, from which the Russians were seen to be suffering heavily.

The Japanese captured eight field guns, a lot of ammunition, and many carts.

[REUTERS SERVICE.]

"EXTREMELY PANATICAL" ATTACKS.

LONDON, 29th August.

Reuter's correspondent at St. Petersburg wires: General Sakaroff telegraphs that on the 27th instant six guns were abandoned during the retreat after Friday's fighting. The Russian losses are not yet ascertained, but exceed 1,500. There were many sword, bayonet, and revolver wounds, showing the closeness and the desperate character of the fighting. The Japanese turning movement and the enflading fire of their guns caused the Russians to retire to a new position. The Japanese assumed the offensive (resumed the offensive) on Saturday afternoon: their attacks were characterized by extreme fanaticism.

SEARCHING FOR THE SEARCHERS

LONDON, 29th August.

Four cruisers and one gun-boat are seeking the Russian Volunteer cruisers in South African waters.

A DISASTROUS RETREAT.

LONDON, 29th August.

Reuter's St. Petersburg correspondent wires that General Rukhkovsky and Colonel Denabren were killed during the retreat to Liaoyang.

(From Northern Papers).

PORT ARTHUR.

CHEFOO, 23rd August.

It is stated by a refugee from the vicinity of Port Arthur that on the 21st the Japanese occupied the fort on Yitsheshan and the positions surrounding Taipingchi, about a mile and a half off the town. It is also stated that the Japanese were besieging Peiyushan, the hill adjacent to the old town.

THE "SEVASTOPOL" HITS ANOTHER MINE.

Tokyo, 24th August.

The Russian battleship *Sevastopol* struck a mine off Port Arthur yesterday afternoon, and was towed into the harbour with a heavy list to starboard.

THE "DIANA" AT SAIGON.

LONDON, 25th August.

A telegram from Saigon to Paris says that the Russian cruiser *Diana* has one damage by a shell, and another below the waterline. She had four men killed and twenty-three wounded.

MINE CASUALTIES AT PORT ARTHUR.

Tokyo, 25th August.

Two Russian destroyers struck mines yesterday evening off Liaotian; one was sunk, and the other towed into the harbour.

## CAPTURE OF A FRENCH BLOCKADE-RUNNER.

Tokyo, 25th August.

The Japanese have captured a French steamer from Port Arthur with her cargo, and she is to be brought to Saselo.

NEWS FROM PORT ARTHUR.

CHEFOO, 25th August.

It is stated that nearly all the forts on the Port Arthur defence line are now in command of the Japanese, but as an excavation 11 feet wide and 16 feet deep surrounds the town from the east of the railway line to Golden Hill, even if the Japanese infantry began the assault on the 23rd, it would necessitate a two days' engagement to reach the town, where perhaps to day or to-morrow a hand-to-hand fight will take place.

A further two days' engagement would probably be required for the capture of the last defensive position on Tiger Hill, where General Stoessel is expected to fight to the last.

Two forts at Chioochengku, at the end of the town, were destroyed on the 20th, and on the following day the powder magazine was blown up.

LAND FIGHTING AT PORT ARTHUR.

CHEFOO, 25th August.

A native junk which left the vicinity of Liaotian on the 22nd instant reports—

At midnight of the 20th instant the fort at Chioochengku had been destroyed by the Japanese and the powder magazine had also been burnt on the 21st instant. The Japanese are now at the eminence near Chioochengku and between the eminence and Chioochengku there are no Russian defence works. However from the place about four Chinese li east of these places called Loumuckukou, and from the forts on the Payahshan, three Chinese li west of these places, the Russians are pouring artillery fire upon the Japanese and that prevents the advance of the Japanese. There is a defence work in the form of a moat between Chioochengku and Port Arthur. The Russians are carrying ashore the submarine mines they had laid in the harbour and are preparing to take refuge on board the warships who threatened by the Japanese land forces. According to the Russian soldiers there are 5,000 Russians wounded. Japanese shells reached Golden Hill the morning of the 23rd instant; cannonading was incessantly heard by the junk, but after that, the junk being at a distance, no more cannonading was heard.

REFUGEES FROM PORT ARTHUR.

Tokyo, 25th August.

On the 19th inst. about 300 women and children from Port Arthur had been sent to Dalny.

THE "RIESDELLINE"

Tokyo, 25th August.

There being heavy damage at the station of the *Riesdell* she cannot be used in active service.

WHY "THE MALTA PROCLAMATION" WAS MADE.

Mr. Gibson Bowles asked whether His Majesty's Government were aware that the Russian Volunteer Fleet ship *Dmitri Donskoi* was allowed to take on board at Port Said 500 tons of coal, upon her captain giving an undertaking upon his honour that his ship on leaving Port Said would proceed at once and by the direct route to the port of Cadiz; that on leaving Port Said, instead of proceeding to Cadiz in accordance with her captain's undertaking, the *Dmitri Donskoi* remained in the offing between Port Said and Damietta for three days, during which her captain stopped and examined the papers of six merchant vessels about to enter the Suez Canal, and that a few days later, he continued the same practice off Alexandria, and, in view of these facts, what steps His Majesty's Government proposed to take in order to secure that belligerent ships of war should not be supplied at British ports with coal to be used for conducting the operations of war. Mr. Balfour replied: The Russian vessel in question, which was not one of the Volunteer Fleet, but a man-of-war, after being supplied with 500 tons of coal at Port Said, on the declaration made by her captain that she intended to proceed direct to Cadiz, en route for Kronstadt, proceeded to sea, and during the next three days stopped and examined the papers of six merchant vessels, two of them British. In the view of His Majesty's Government any ship which uses the coal supplied to her for purposes other than that for which it was obtained should not in the future be accorded coaling facilities.

THE TREE-CUTTING CRUSADE.

Much indignation has, says the *N.C. Daily News*, been aroused at Hongkong by the course taken by the Superintendent of the Afforestation Department. He has got it into his head that the time has arrived to make a profit out of the pine forests planted by his predecessor, and instead of merely thinning them he has formed a plan for felling whole blocks and then planting new trees. The net result would be that after a quarter of a century spent in rearing pine woods to adorn the slopes, increase the rainfall, and add to the healthfulness of the colony, they are to have the sides of the hills again laid bare in order that Mr. Dunn may realise a few dollars for his department. Already about fifty acres have been laid waste at Aberdeen. But we hope that Sir Matthew Nathan will arrest this destroying hand and instruct him to turn his energies into other directions. It is not to be borne that a stranger should come there to undo the good work of so many years of patience, care, and perseverance.



## INQUESTS.

## A TRAM ACCIDENT.

An inquiry was held by Mr. H. H. J. Gompertz, yesterday, into the circumstances of the death of one Lam Luk, a Chinaman, recently killed by a tram accident at Wilmer Street. The following gentlemen were sworn as jurors: Messrs. E. C. George, Julius Focke, and J. B. Scott.

A Chinese tram-conductor said: On the 21st inst. I was in charge of car No. 18. We were at the entrance of Wilmer Street to the Praya at 11.55 a.m.; the car was going east towards Wing Lok Street. There was another car in Wing Lok Street coming towards me—I could not see the number. A man was on the line of the other car, and he ran on to the line of my track; he was holding a pickaxe. I rang my bell, and as he did not move, slowed down, putting on the brakes to stop the car. The car, however, struck the pickaxe the man was carrying. The car could not stop in time. I rang my bell several times, but he would not get away. The pickaxe, which he was carrying on his right shoulder, broke his head, and he fell down. I told the ticket-collector to blow his whistle and call for the police. The car stopped. The ticket-collector blew his whistle. The police came, got a chair, and the man was carried away.

Mr. Gompertz: Did the car touch deceased?

Witness: Yes, it touched the axle and the man. It stopped immediately afterwards.

Mr. Gompertz: If I ask any questions likely to incriminate you, you may refuse to answer them. How did you stop the car?

Witness: I put on the brake first, but that would not stop it, so I reversed the motor.

Mr. Gompertz: How far off was deceased?

Witness: A few feet.

Mr. Gompertz: How far off was he when he crossed on to your track?

Witness: A few yards.

Mr. Gompertz: Was he looking towards your car?

Witness: No; he was looking at the other car.

Mr. Gompertz: Did the car pass?

Witness: Yes, when my car stopped, after it had struck deceased, the other car passed.

Mr. Gompertz: How was deceased lying?

Witness: One of his feet was near the net below the car, placed there to catch people. His body was lying across my line.

Mr. Gompertz: Do you know who deceased was?

Witness: No.

By Police Inspector Collett: The car went about half a yard after striking deceased.

A Chinese ticket-collector said: It was a Sunday about two weeks ago. I was on No. 18 car, at 11.55 a.m. I was collecting money. The car was going from west to east. I saw the conductor stop the car by turning off the electricity. I looked at the conductor, and asked him what was the matter. Then I saw an old man lying on the ground, with blood flowing from his head, and I sent for the police.

A part of his legs were on the net at the bottom of the car and the body was on the track. There was a pickaxe by his side.

Mr. Gompertz: Was he sensible?

Witness: He moved, but could not talk.

Mr. Gompertz: Did you see him fall?

Witness: No.

By Inspector Collett: Besides putting off the electricity the last witness put on the brake. Last witness sounded the gong before car struck deceased. The gong was sounded several times.

Madame Emma Greion said: I was on an electric car about 12 o'clock on the 21st inst. The car was going east. I was about five minutes on the car. The man rang the bell a great deal. It was east of the Sailors' Home. Several men were on the line. One had a pickaxe, and this man did not get off the line. All the others got off. Another man came up. I did not see him fall down, as I was not looking that way. I saw him a little before he went off the car. The tram then stopped. It went a little way after the brakes were on, but stopped quickly.

Mr. Gompertz: Was the conductor sounding the gong when you first saw the man on the line?

Witness: Yes.

Mr. Gompertz: Was there another tram passing?

Witness: No, but about five minutes later a car came from the opposite direction.

Mr. Gompertz: Did you see the man before the car stopped?

Witness: Yes, but I did not take particular notice.

Mr. Gompertz: Did he sound the bell?

Witness: Yes, plenty.

Mr. Gompertz: The police came quickly and took the man away in a carriage. I did not look at him.

Dr. E. A. R. Leung, assistant superintendent of Government Civil Hospital: At 12.40 p.m. on the 21st August a Chinese male was admitted into the Government Civil Hospital suffering from injuries stated to have been received by being knocked down by a tram. He was bleeding from the left ear and two small scalp wounds. He was unconscious, and was treated for a fracture of the base of the skull. He died on the 24th August. I made a post mortem examination same day, and reported that he died from fracture of the base of the skull and hemorrhage on the brain.

An Indian Constable said: About noon on the 21st I was on duty under the verandah in Wilmer Street. I saw a tram arriving there from Kennedy Town. I turned around, and when I looked again, saw a man lying down. A Chinaman on the car blew his whistle and I blew mine. I took the number of the car and told it to wait. I took the man to hospital.

Mr. Gompertz: Did you see how it happened?

Witness: No; he had a wound on the back of the car.

A Chinaman said: I am a foreman in charge

of earth coolies. On the tram line, Sunday 21st inst. at the entrance to Wilmer Street, about 11.55 a.m., one of my workmen was knocked down by a car. He was working. I saw a tram car coming, but did not see deceased knocked down. I saw him afterwards. He was lying across the line. I did not see any wounds. I did not hear any ringing of gongs; I heard the police whistles blown afterwards. He was an old man carrying a pickaxe. I did not see the body in hospital. An Indian constable, the last witness, saw the body.

Witness: I am an inspector of the electric tramways. A car running at a rate of ten miles an hour could be pulled up in ten yards by reversing the controller. To drive the car forward turn the handle to the right; to apply the brake, to the left. This reverses the motor. There is also a hand brake, acting on the running wheels. It is a powerful brake acting by mechanical means—friction. The alarm gong is worked by the motorman with his foot. It is a loud alarm.

By Jury: What is the average speed the cars travel?

Witness: Ten miles an hour.

Mr. E. C. George: And it takes ten yards to pull up?

Witness: Yes.

Mr. E. C. George: That seems rather slow. At home a car is stopped in five or six feet. It is an awful distance.

Mr. Gompertz: It is rather long. Would the car be going ten miles at Wilmer Street?

Witness: Yes, about ten miles.

Mr. Gompertz: Did the evidence the police had been able to get together was concluded, but if the jurors desired it, he would adjourn the inquiry. There was one point he would draw attention to. If any of them rode bicycles they would recognise how difficult it was sometimes to prevent accidents.

The jury returned a verdict of "Accidental death."

Mr. Gompertz: Would you like to make any recommendations?

Mr. E. C. George: How can we? We are not experts.

HOUSE COLLAPSE.

An inquiry, conducted by Mr. Gompertz with the same jury, was then held into the circumstances of the death of a woman, suffocated under debris at the Ping On Lane collapse during the recent typhoon. Mr. Deacon, solicitor, watched the case on behalf of the owner of the house.

Dr. Hunter, medical officer in charge of post mortem, said: On the 25th inst. I examined the dead body of a Chinese female aged about 39. A ticket was attached to the body bearing the name of "Chau Si, removed from No. 1, Ping On Lane." We had a post mortem on that body, and found the cause of death from suffocation.

Mr. Gompertz: Were there any marks of external injury?

Witness: No, nor other injuries.

A Chinese scaffold-builder, of No. 112, Hollywood Road, said: On that night I went to sleep at No. 1, Ping On Lane. I slept until between 5 and 6 o'clock next morning, when the house collapsed. I was pressed down, but I crawled out and cried out "Save life." A sergeant happened to be there, and he brought me to the station. Three people were sleeping on my floor: myself, Chow Kow, Tam King, Tam King was not pressed down, but the other man rolled down to the ground and was slightly hurt near the eye.

Mr. Gompertz: What made the house collapse?

Witness: I do not know.

Mr. Gompertz: Was it exposed to the wind?

Witness: Yes; but it was not a high house.

Mr. Gompertz: What made it fall?

Witness: I do not know. I am only a workman.

Another scaffold builder said: At daybreak on the morning of the 25th inst. I was asleep in the godown, No. 1, Ping On Lane. I was asleep on the first floor when the house suddenly collapsed. I was not hurt. I do not know deceased. It was blowing a typhoon at the time.

Another scaffold builder said: On the morning of the 25th inst. I was asleep at No. 1, Ping On Lane. I had gone there the previous evening. The house collapsed in the morning. I was not hurt.

Mr. Gompertz: What made it collapse?

Witness: I do not know. I was asleep.

Mr. Gompertz: Was there any wind?

Witness: Yes, much wind, and rain.

P. Serjt. Gurrod gave evidence: About 6.30 a.m. on the 25th inst. I was on duty at the bottom of Ladder Street. I heard a rumbling noise in the direction of Hollywood Road. I went there and found No. 1, Ping On Lane had fallen down. I walked among the debris and shouted, "Is anyone here?" I got an answer in Chinese, "Yes." "How many?" "Two." About five minutes after my arrival a man crawled out; a few sticks were removed for him. About 7.10 a.m. a party of European women, under Mr. Halifax, arrived, and cleared away the debris. About 8 a.m. a dead body of a woman named Chau Si was discovered.

Mr. Gompertz: Who identified it?

Witness: Her son. The body was then taken to the public mortuary.

Mr. E. C. George: What is your idea about the house?

Witness: It was a very old house, and several times previously I had noticed cracks in the front wall. It had a ground, first and second floors.

By Mr. Gompertz: I do not know how long the house had been built. The wind was blowing strong from the S.W., but the house was protected.

European P.C. 130 said: About 6.55 a.m. on the 25th inst. I received a message and went to No. 1, Ping On Lane. After

digging the rubbish for about a quarter of an hour I found the body of a Chinese woman, under the bricks and mortar, having the appearance of having been suffocated. She was dead; her son identified the body.

Police Inspector Smith said: The son could not now be found. He gave the name of Lo Cho, No. 56, Hollywood Road, second floor.

Mr. Gompertz to P. C. 130: Did you know this house?

Witness: Yes; it was a rather old house built in an awkward place on the hill.

Mr. Gompertz: Did you see any want of care about the house?

Witness: No.

James Hutchings, building inspector, P.W.D., produced some photographs of the place taken after the collapse, showing the shoring. He said: I visited the place with Mr. T. L. Perkins on the morning of the 25th inst. The shoring was done by the Public Works on the 25th, 26th, 27th inst. It was necessary to prevent collapse. The front of the house next is dangerous. I saw the building before the collapse. It was bad. There are many in Hongkong like it. It looked unoccupied. I do not know when it was built. It was old, built of a blue soft brick, of which many houses in Hongkong used to be built. The blue brick is not worse than the ordinary red brick, but best Canton red bricks are better. Army bricks are very good. Blue bricks are burnt. The colour is a matter of material.

Mr. Gompertz: Would you have condemned this building?

Witness: I might have done so.

Mr. Gompertz: Would you condemn any houses at Hongkong?

Witness: Yes, about one-half. All the older ones. Nearly all the houses 20 years old or older I think should be condemned. We have had eight or nine cases lately; all external walls in a typhoon.

Mr. Gompertz: How many cases have you in your district?

Witness: Nine cases during the last typhoon.

Mr. Gompertz: What is your experience in Hongkong?

Witness: One year and eight months as building inspector.

Mr. Gompertz: Would these houses be dangerous in an English town?

Witness: There is not such stress of wind there.

Mr. Gompertz: But if they were in a European town would they be condemned?

Witness: They would not be allowed to be built there.

Mr. Gompertz: But if they were there would they be condemned?

Witness: I should think so.

Mr. Gompertz: What are your duties as an inspector?

Witness: To inspect buildings in course of construction, old ones, alteration and repair.

Mr. Gompertz: When would you consider a house dangerous?

Witness: When it is in danger of collapse.

Mr. E. C. George: Did you see that this house had cracks?

Witness: Yes, a number of cracks, but not more so than a number of houses.

Mr. E. C. George: Is it not your duty as inspector of buildings to call the owner's attention to such?

Witness: Not that I am aware of. If it was in a state likely to be dangerous we should inform the owner at once. This was not so far gone.

Mr. Gompertz: How many per cent. do you think as bad as this?

Witness: One half of the old houses have cracks. This would apply to houses of ten years old, up. Small cracks. The cracks I saw were not large.

Mr. E. A. George: And yet you do not consider them dangerous?

Witness: If the cracks are small it would not necessarily render a house dangerous.

Mr. E. A. George: Who is the owner?

Mr. Deacon: The owner is not here. His name is Mr. Li.

Mr. Deacon, through Mr. Gompertz: This collapse was immediately due to the typhoon, but for which we have no reason to suppose a collapse would have occurred at that time.

The jury came to the decision that the woman met her death through the accidental collapse of a house caused by a typhoon and rain.

SERVANTS' REGISTRATION.

In Caylon a person who needs a servant sends a note to the Registrar, who exhibits a list of vacancies at his office daily. All unemployed registered servants go there to examine this list, and dozens generally apply for the appointment within a very few hours. Applicants are trained servants who have a complete record of their service in their pocket registers, men whose name, description, nationality, etc. are recorded in the book for purposes of identification; whose whole career from date of registration is accounted for; whose recorded characters are genuine and not borrowed for the occasion; men who cannot swear that their last salary was, say, Rs. 30 when it was only Rs. 15; in a word, men whose antecedents are carefully recorded for one's benefit.—*Straits Times*.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report: On the 31st at 11.20 a.m. the barometer has risen throughout China and in the Philippines, but more particularly in Formosa, and has fallen in S.W. Japan.

The typhoon is approaching the eastern coast of Shikoku, moving towards N.N.E. Gradients are slight on the China coast, and light variable winds may be expected in the Formosa Channel, the depression there having been filled up. Fresh S.W. monsoon prevails in the China Sea.

Forecast:—Moderate S.W. winds, cloudy, fair.

## HONGKONG WHARF AND GODOWN CO., LD.

## EXTRAORDINARY MEETING.

An extraordinary general meeting of the above Company was held yesterday at the offices of Messrs. Jardine, Matheson and Co. Hon. W. J. Gresson (chairman) presided, and there were also present: Hon. Sir Paul Chater, Messrs. A. Haupt, N. A. Siebs, E. S. Wheller, A. J. Raymond, E. Shellim, A. G. Wood, E. Goetz, E. A. Hewett, C. H. Thompson, H. Schultart (directors), J. R. M. Smith, L. S. Lewis, H. C. Wilcox, R. C. Wilcox, Hon. Gershom Stewart, Ho Fock, and E. Osborne (Secretary).

The SECRETARY having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen.—This meeting has been called for the purpose of obtaining your consent to an increase of capital a step which has become necessary in view of our debenture issue falling due for re-payment on 30th September, and to provide funds for further extensions. The financial position of the Company is broadly as follows:—Our real estate property comprising land and buildings, costing \$2,790,367, was according to a valuation made by the Company's architects two years ago, worth \$4,135,238, and probably if re-valued to-day would reach a considerably higher figure. We also possess in wharves, railways, launches, lighters and machinery additional assets to the extent of quite \$400,000—making a total of \$4,535,238, and I have little doubt that had we to purchase these properties to-day we should find the cost would not be less than \$5,000,000, which figure, I think, may be taken to represent their minimum value. Our indebtedness is a little under \$1,300,000, so that in round figures the net assets are \$3,700,000. Our proposal is to issue new capital at \$30 premium, or \$80 per share, to the extent of \$800,000, and we propose making this issue on 31st December next. You may possibly ask how it is the Board have decided upon this re-arrangement of the Company's finances rather than issue new debentures. Our reasons are that we could not renew the debentures at 5½ per cent. and possibly not even at 6 per cent., and as the difference between 10 per cent. on \$500,000 and 6 per cent. on \$800,000 is only \$2,000, we consider the saving insufficient to justify locking up the property by a mortgage deed, especially so in view of the important changes that must take place at Kowloon should the railway, as seems hopeful, become an accomplished fact. I beg to propose the following resolutions:—

1. That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 new shares of \$50 each.

2. That such new shares be issued at a premium of \$30 per share and be offered to those persons who are registered as shareholders of the Company on 1st October, 1904, in the proportion of one new share for every complete three shares held by them on 1st October 1904.

3. That the amount due for the new shares be called up on 31st December, 1904.

Mr. T. F. Hough seconded, and the motion was carried unanimously.

The CHAIRMAN—Thank you for your attendance, gentlemen. There will be a confirmatory meeting held to confirm these resolutions.

DOUGLAS S.S. CO. CELEBRATIONS.

"HALLOING" COMPLETES HER 500TH TRIP.

There were jubiliations on board the Douglas S.S. *Halloing* yesterday, when the ship was decorated with bunting, and Capt. Charles Andrew Mutton was at home to his friends. Capt. Mutton, by the way, is to be congratulated on his promotion from first officer of the S.S. *Holman*, in which capacity he acted during the *Times* charter, to captain of the *Halloing*. Mr. Chapman, the chief officer, was responsible for the putting up of the decorations. Flags following the figures "500" denoted "trips," so that the shipping people in the harbour, putting two and two together, would be able to tell the reason of dressing ship. The *Halloing* has cleared and entered from the port of Hongkong no less than 500 times—the characters "500" were hung in greenery from the jumbler stay. Her certificate of registry, a discoloured, mouldy, time-worn document, is quite a curiosity. The endorsement list of the various shippers who have commanded the vessel during her prosperous career is headed by Capt. Frederick Day Goldard, the popular surveyor here. It is as follows:—

Frederick Day Goldard—1889.

William Jackson Davis—1890.

Joseph Strickley Roach—1890.

Harry Bathurst—1891.

Joseph Strickley Roach—1892.

Thomas Philip Hall—1892.

Joseph Strickley Roach—1892.

Alfred Edward Wyburn Hodgins—1894.

Alfred Edward Wyburn Hodgins—1895.

William Jackson Davis—1895.

Alfred Edward Wyburn Hodgins—1897.

Anthony Milroy—1897.

William Jackson Davis—1897.

Anthony Milroy—1897.

Thomas Philip Hall—1897.

Alfred John Robson—1897, 1898.

Samuel Gibson—1900.

Harry Bathurst—1900.

Samuel Gibson—1902.

James William Evans—1903.

Samuel Gibson—1903.

Edson Stewart Cutton—1904.

Charles Andrew Mutton.

The *Halloing* was built by Messrs. Ramsay and Ferguson, of Leith, in 1888. She is a steamer of 783 tons net register; 1,252 gross register. She has, since her construction, been employed on the China Coast passenger and freight trade, and the Formosa tea trade.

## ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

## LONG, HING &amp; CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Cheo).

Hongkong, 8th August, 1904.

## POLICE COURT.

Wednesday, 31st August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

THE DEVIL FESTIVAL.

While a man was on Tuesday returning from a flower show, held on the hillside at West Point in connection with the Devil Festival, he was set upon by three men. They accused him of running away with a girl in their brothel, and they beat him. The assailants, who were arrested, were fined \$10 each, besides being bound over, in the sum of \$50 between them, for good behaviour for three months.

THEFT FROM A STEAMER.

A Chinese boy was sentenced to 15 days' imprisonment and six hours' stocks for stealing soap from the S.S. *Chetungpa*.

CONSTRUCTION WARFARE.

Eight cargo boat people were charged with causing an obstruction with their boats at the approach to Kowloon wharves. Mr. P. W. Goldring, solicitor, appeared on behalf of five defendants. They pleaded guilty, but would explain that they went to the place to take delivery of cargo. Mr. Gompertz fined the men \$5 each.

OPPIUM.

Fines varying from \$8 to \$500, were levied for unlawful possession of illicit opium.

A FIGHT.

A Chinaman was charged with cutting and wounding another, who is in hospital. He said he had had a fight with the complainant, but did not know how the man had got the wound. The case was remanded.

A BOMBING.

Fifteen people from Hanchow were charged with making a bonfire in the public street. Complainant said a fresh breeze was blowing, and the fire might have been the cause of the whole street being burnt down. The defendants were fined \$5 each.

DARING ROBBER.



## BANKS

**HONGKONG & SHANGHAI BANKING CORPORATION**

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<b>PAID-UP CAPITAL .....</b>	<b>\$10,000,000</b>
<b>RESERVE FUND—</b>	
STERLING RESERVE... \$10,000,000	
SILVER RESERVE ... 7,000,000	
	<b>\$17,000,000</b>
<b>RESERVE LIABILITY OF PROP'ORS</b>	<b>\$10,000,000</b>

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**COURT OF DIRECTORS.**  
**A. J. RAYMOND, Esq.—Chairman.**  
**H. E. TOMKINS, Esq.—Deputy Chairman.**  
**F. G. GARY, Esq.      J. N. A. SISK, Esq.**

H. W. J. GROSSER,  
Hon. W. J. GROSSER,  
A. Haupt, Esq.  
H. Schnbart, Esq.  
E. Shellin, Esq.

H. W. Slade, Esq.  
Hon. R. Shewan  
E. S. Wheller, Esq.

CHIEF MANAGER :  
Hongkong—J. R. M. SMITH

MANAGER :  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—DIRECTOR ALLOWED.

On Current Account at the rate of Two p  
Cent. per Annum on the daily balances.  
ON FIXED DEPOSITS.  
For 3 months,  $\frac{3}{4}$  per cent. pr Annum.  
For 6 months,  $\frac{3}{4}$  per cent. pr Annum.  
For 12 months 1 per cent. pr Annum.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 22nd August, 1904.

## THE STATISTICAL

**DEUTSCH-ASIATISCHE BANK.**  
 AUTHORIZED CAPITAL.....Sh. Tols 7,500,000  
 HEAD OFFICE--SHANGHAI.  
 BOARD OF DIRECTORS BERLIN.

BRANCHES :  
 Berlin                      Calcutta                      Hankow  
 Tientsin                  Tsingtau (Kiautschou)

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LONDON BANKERS :  
 Messrs. N. M. Rothschild & Sons,  
 THE UNION OF LONDON AND SMITH  
 BARK, LIMITED.  
 DEUTSCHE BANK (BERLIN), LONDON AGENTS

**INTEREST** allowed on Current Acco  
**DEPOSITS** received on terms which may  
learned on application. Every description  
Banking and Exchange business transacted.

Hongkong, 11th August 1904. Manager.  
**IMPERIAL BANK OF CHINA**  
 ESTABLISHED BY IMPERIAL DECREE OF 2  
 12TH NOVEMBER, 1896.  
 SUBSCRIBED CAPITAL—Shanghai Tls. 5,000.  
 PAID-UP CAPITAL ... .. 2,500.  
 HEAD OFFICE—SHANGHAI.  
 BRANCHES AND AGENCIES.  
 Canton Peking

Cebu  
 Hankow  
 Tientsin.  
 Peking  
 Singapore

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG BRANCH.**

Advances made on approved securities.  
 Discounted.

INTEREST ALLOWED ON DEPOSITS  
 At 2% per annum on Current Account balances.

3%,	per annum on Fixed Deposits for 3 months
4%,	" " " " " 6 "
5%,	" " " " " 12 "

H. C. MARSHALL  
 Acting Manager

Hongkong, 17th May, 1904.

THE  
**YOKOHAMA SPECIE BA  
LIMITED.**

ESTABLISHED 1890.

CAPITAL SUBSCRIBED .... Yen 24,000,  
CAPITAL PAID-UP ..... " 18,000,  
CAPITAL UNCALLED ..... " 6,000,  
RESERVE FUND..... " 9,320.

HEAD OFFICE—YOKOHAMA

HEAD OFFICE—LONDON.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang
	Peking	

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.  
 PARRE'S BANK, LIMITED.  
 THE UNION OF LONDON AND SMITH  
 BANK, LIMITED.

---

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per  
per annum on the daily balance.  
On fixed deposits for 12 months 5% per a  
" " " " 6 " 4% "  
" " " " 3 " 3% "

**TARO HODSUN**  
Manager.

Hongkong, 11th March, 1904.

**THE NATIONAL BANK OF CHINA LIMITED.**

**AUTHORIZED CAPITAL.....£1,000**

**PAYD-UP CAPITAL ..... £ 98**

**HEAD OFFICE—HONGKONG.**

**BOARD OF DIRECTORS.**

CREASY EWENS, Esq. | R. W. ANFON, Esq.  
J. FOCKE, Esq. | G. C. MOXON, Esq.  
Chief Manager,  
360. W. F. PLATTIN.  
Interest for 12 Months Fixed.....5%

edit. Hongkong, 3rd August, 1904.  
Co. **HONGKONG SAVINGS BANK.**  
**T**HE Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** may be obtained on application.  
INTEREST on deposits is allowed at **PER CENT PER ANNUM.**

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG  
SHANGHAI BANK to be placed on FI  
DEPOSIT at 4 PER CENT. per annum.  
For the HONGKONG AND SHANGHAI  
BANKING CORPORATION  
J. R. M. SMITH,  
Chief Manager  
[21] Hongkong, 1st May, 1902.



## INTIMATIONS

## WHY NOT?

## WHY NOT??

## WHY NOT???

IT MAKES MUSICIANS OF US ALL.

IT IS A SPLENDID ACCOMPANIST.

IT MAKES ENTERTAINING VERY EASY.

YOUNG AND OLD CAN PLAY THE NOBLEST SCORE WITH THE FINISH AND EXPRESSION OF A MASTER.

IT IS THOROUGHLY RELIABLE, AND IS SOLD AT A REASONABLE PRICE.

EITHER

## Cash OR Hire

PURCHASE FROM

\$365.

THE

APOLLO PIANO PLAYER.

CALL IN AND TRY ONE, AT

THE

ROBINSON PIANO CO. LD.

Hongkong, 24th August, 1904. [1409]

## PUBLIC COMPANIES

THE HONGKONG COTTON SPINNING WEAVING &amp; DYING COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING OF SHAREHOLDERS of the above Company will be held at the Offices of the General Managers, on SATURDAY, the 10th SEPTEMBER, at 12.30 P.M. for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 10th SEPTEMBER, both days inclusive.

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 23rd August, 1904. [2070]

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 30th September, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS &amp; SON, General Managers.

Hongkong, 22nd June, 1904. [1546]

## WEI CHEETOO &amp; CO.

IMPORTERS, EXPORTERS

AND GENERAL COMMISSION AGENTS.

SPECIALITY: HUMAN HAIR.

No. 12, Pottinger Street, Hongkong.

Agents—

CHIEF CHEONG, Dealer in Human Hair.  
SAUN LOONG, Preserved Ginger Factory.  
CHOW LEUNG YEE, Rice Cracker Factory.  
Hongkong, 1st June, 1904. [1387]

## SUPREME COURT.

Wednesday, 31st August.

## IN BANKRUPTCY.

BEFORE HIS HONOUR SIR HENRY S. BERKELEY (CHIEF JUSTICE).

## DISPUTE ABOUT A LEASE.

In the case of Li Sheung, ex parte the debtor, there was called an action as between Leung King Chuen and Luk Shan Ip and the trustee in bankruptcy of Li Sheung. Mr. M. Slade, barrister (instructed by Mr. H. K. Holmes, solicitor), appeared for Leung King Chuen and Luk Shan Ip; and Mr. H. E. Pollock, K.C., barrister (instructed by Mr. C. E. Beavis, solicitor, of Messrs. Wilkinson and Grist), for the trustee.

Mr. Slade said that the questions to be decided were—(a), whether the document registered in the Land Office by Memorial No. 27,346 on 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at 872-50a month, and (b), what is the interest of Leung King Chuen and Luk Shan Ip at the present time in the house 19, Jervois Street, on Marine Lot No. 6 A. These questions had been ordered to be tried by Sir William Goodman. There was no direction contained in the order as to who should be plaintiff and who defendant in the determination of these questions. He would ask his Lordship's ruling on the point of on whom the burden of proof rested.

Mr. Pollock contended that the other side should be plaintiffs.

Mr. Slade held that he should not be plaintiff as his clients were in possession of the lease of the property and the trustee was trying to dispossess them of it.

His Lordship remarked that if Mr. Pollock was disputing the validity of the lease he thought he should be plaintiff.

Mr. Slade in further argument said his clients were in possession and did not want to go out as the trustee wanted them to do. They had a lease for 30 years. That was, prima facie, a good title. The burden of disproving its validity lay on the person who challenged it and alleged it was bad.

His Lordship after hearing further argument held that if this had been an order for ejectment, what Mr. Slade said would have been unsavable, but in this case the Chief Justice had directed particular questions to be tried, and he must hold Mr. Slade's clients to be plaintiffs; it lay upon them to establish the validity of the lease.

Mr. Slade in opening the case said that in 1895 Li Wan, the father of Li Sheung, debtor was owner of Marine Lot 6 A, on which was situated No. 19, Jervois Street. Li Wan also held the right to use the name of Li Fuk Yuen Tong, the long name of his family. He was also the owner of the Cheung Leung shop, 51 Jervois Street, which was managed by Li Wan's brother, Li Kung Kwei, a younger brother. In October, 1895, Li Wan leased the premises 19, Jervois Street, to the Wing Fung Tai shop for 30 years. The Wing Fung Tai was now owned by two persons only, Leung King Chuen and Luk Shan Ip, to whom the premises were now leased. In October, 1895, the Wing Fung Tai came into possession of that lease and were so to-day under that lease. In 1900 Li Wan endeavored to eject the Wing Fung Tai from these premises on the allegation that they were monthly tenants and had not complied with the lawful notice to quit. The Wing Fung Tai defended the action upon the sole ground that they were in possession of the premises for an unexpired term of 30 years by a lease given in October, 1895. Before the action came on Li Wan died. Li Sheung was made plaintiff as executor. What Li Sheung's position was they did not know, but he appeared on the register as executor only. The action was tried in 1901 before Sir John Carrington and lasted some 11 days. The one question in dispute was the validity of the lease. Sir John held that the lease was a valid and subsisting lease and gave judgment for the defendants.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

Mr. Pollock argued that it was not necessary for Sir John Carrington to have stated that it was not a necessary part of the judgment.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

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Mr. Pollock argued that it was not necessary for Sir John Carrington to have stated that it was not a necessary part of the judgment.

Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

His Lordship said Sir John Carrington had held that there was no surrender of the 1895 lease and that the lease was a good one. These were the two questions put before the Court.

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Mr. Pollock contended that all that Sir John Carrington did was to find that the plaintiff had not made out his case; it was quite sufficient for his Lordship to say that plaintiff had failed.

It would have been quite sufficient for the Court to have said that the plaintiff had not made out his claim to be a good one. The Court was not satisfied with plaintiff's evidence that it was a monthly tenancy, but it did not follow that it was a 30 years' tenancy.

His Lordship remarked that there were only two conclusions for the learned Judge to have arrived at: either that there was a lease granted in 1895, or that there had been an agreement whereby the 30 years' lease was terminated.

Mr. Pollock said there was a third possibility: that the Judge thought plaintiff's evidence was not sufficient to establish his claim. The Judge might have said he was prepared to hold that the rent was agreed to be increased or that there was a monthly tenancy, but it did follow that he went a step further and said definitely that there was a 30 years' lease granted in 1895.

The Court adjourned at four o'clock until to-day at 12 noon.

## A NEW FEAR.

Did Russia desire to lower British prestige in India? A point which has not been lost sight of by the Government in the seizures by Russia of British steamers, and particularly P. and O. vessels, which carry many Lascars. The effect that may be produced in India. Whether Russia had this point in view or not when she pointed upon the *Malacca* and the *Formosa* can only be conjectured, but in official circles Russia's discrimination is regarded as suspicious, to say the least. The fact that Russia was able to take possession of a British ship and unceremoniously dismiss the crew did produce an effect upon the Lascars on the *Malacca* which, if Russia had been allowed to take the ships into a Russian port, might have worked incalculable harm to Great Britain's prestige in India. We have it on very good authority that for this reason alone the British Cabinet was determined that if Russia insisted upon the *Malacca* being taken before a Prize Court at a Russian port British warships would have been employed to prevent it. The importance of the point has also been fully appreciated by the directors of the P. and O. Company, and they are taking steps to remove the bad impression which has been left upon the native mind. At a certain amount of inconvenience they have arranged that the *Malacca* shall be navigated to India by the original crew. They could have sent out another crew in much less time than it will take to collect the original complement, but in order to emphasize the British success they have given orders that the *Malacca* shall be detained at Algiers until the Lascars can join the ship. Captain Street, who is at present in London, is a week and the *Malacca*, carrying the ammunition which Russia intended to confiscate, will resume her interrupted voyage.

The reports which have reached the British Foreign Office giving details of the seizures contain statements made by the Russian naval officers to the effect that they included everything that was going to Japan in the list of contraband articles.—*Pall Mall*.

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## CHARLES FORDE'S BILE BEANS.

WHAT THEY ARE AND WHAT THEY DO.

The amazing richness of the Australian Continent in healing roots and herbs has long been the wonder of scientists. For untold ages the natives of that country had only the juices and essences of these roots and herbs for medicine. How effective they proved, even in their crude form, is evinced by the extraordinary health which the natives enjoyed as borne out by Captain Cook, the discoverer of Australia.

Not only from the writings of such men as Captain Cook, but from their own observations, scientists have for a long time been aware of the great superiority of vegetable medicines over those containing mineral poisons; and some years back, Mr. Charles Forde, an eminent scientist, conceived the idea of so utilizing the essence of certain Australian plants that their healing properties might be made useful to modern man. By long and careful investigation and experiment, he at last gained the knowledge required. He found himself the discoverer of a natural vegetable substance which acted on the liver and digestive organs directly and more effectively than any medicine known. The best laboratories, the most modern plant, and all that science dictated as being best for the purpose was requisitioned in the compounding of this substance into convenient medicine form, and the result of it all was the production of a few years back of the most perfect medicine of modern times. This medicine was produced in the form of small beans, which, being prepared for action on the liver, were called "Bile Beans."

Being the product of recent science, Bile Beans, on their first appearance, experienced a hard fight of science versus quackery; but the issue was soon decided by the public, with the result that Bile Beans began to rapidly displace the old, imperfect, and in some cases harmful medicines, which have been in use for fifty or sixty years, and which, like all old forms, were behind the times, and consequently ineffective. Most of these remedies contain bismuth, iron, or some harmful animal or mineral substance, and if taken in quantities, produce evils worse than those they may temporarily relieve. Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to act in nature's normal way, leaving those organs strengthened and stimulated to continue the performance of their duties without further assistance. They produce a gentle action on the bowels, ridding the system of all impurities. Their price brings them within the reach of all and they are the safest family medicine.

Bile Beans cure biliousness, indigestion, debility, constipation, piles, liver disorder, malarial fevers, influenza, chill, spasms of the stomach, dizziness, faintness after meals, wind, nervous disorders, "that tired feeling," rheumatism, neuralgia and sciatica, kidney and urinary disorders, sleeplessness, headache, bad breath, anaemia, sickness of the stomach, blood impurities, pimples, ulcers, scurvy, etc., and all ailments arising out of a disordered liver and faulty assimilation. Of all Chemists at 75 cents (Mex) per bottle. [2010-3]

## AUCTIONS

PARTICULARS OF SALE.

THE VERY VALUABLE LEASEHOLD PROPERTY, Known as No. 5, BONHAM STREET, VICTORIA, HONGKONG.

To be Sold by PUBLIC AUCTION, By Order of the Mortgagee, TO-MORROW (FRIDAY), the 2nd day of SEPTEMBER, 1904, at 3 P.M.

By Mr. GEO. P. LAMMERT, Auctioneer, at the premises.

BEING all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong known and registered in the Land Office as Section A of Marine Lot No. 1 A.



## SHIPPING.

ARRIVALS.	
DICHA, German str., 701, Christensen, 31st August, Canton 30th August, General.	Sander, Wicher & Co.
HAILONG, British str., 783, C. A. Mutton, 31st August, Tamsui and Amoy 30th August, General.	Douglas Lapraik & Co.
JACOB DIEDERICHSEN, German str., 623, B. Ohlson, 31st August, Pakhoi and Hoihow 28th August, General.	Johsen & Co.
KOWLOON, German str., 1,450, H. Stehr, 31st August, Canton 30th August, General.	Simonsen & Co.
M. STRUVE, German str., 905, P. Brandt, 31st August, Tamsui 18th August, Amoy 29th and Swatow 30th August.	Osaka Shosen Kaisha.
ONDA, British str., 2,247, J. A. Robertson, 30th August, Rangoon 18th August, General.	—Order.
OVID, British str., 2,886, L. Cubitt, 30th August, Kutchin 25th August, Coal.	Mitsui Bussan Kaisha.
PELEUS, British str., 1,441, J. Barwick, 31st August, Foochow 29th August, General.	—Butterfield & Swire.
TAIWAN, British str., 1,309, H. Harder, 31st August, Shanghai 27th August, General.	—Butterfield & Swire.
TEIATAT, Dutch str., 2,175, H. Koops, 31st August, Amoy 29th August, General.	Java-China-Japan Line.
VICTORIA, Chinese str., 949, J. F. Messer, 31st August, Chiofo 24th August, General.	Chinese.
ZWANLEY, British str., 2,908, J. Dawson, 31st August, Durban 25th August, Gibb, Livingston & Co.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.	
31st August.	
Anura, British str., for Saigon.	
Chungha, British str., for Swatow.	
Haiching, British str., for Swatow.	
Nanantia, German str., for Yokohama.	
Pelena, British str., for Singapore.	

## DEPARTURES.

31st August.	
BATERN, German str., for Shanghai.	
ERANG, British str., for Tientsin.	
ELB RICKMEYER, German str., for Hongkong.	
GLYNALLOCH, British str., for Amoy.	
HORNSTEIN, German str., for Saigon.	
LAERTES, British str., for Trieste.	
NIPON, Austrian str., for Yokohama.	
ONDA, British str., for Yokohama.	
SCANDIA, German str., for Shanghai.	
SPETIA, German str., for Hamburg.	
TEAN, British str., for Manila.	
TRIUMPH, German str., for Swatow.	

## VESSELS IN DOCK.

31st August.	
ABERDEEN DOCKS.—Inland, Prometheus.	
KOWLOON DOCK.—U. S. S. Pathfinder.	
Lothian, Changsha, Shamant, Korat, Sich, Clara Jebati, Kaiting, Sanghian.	
COSMOPOLITAN DOCK.—Shantung, Cranley.	

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.	
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FOR SWATOW, AMOY AND FOCHOW.	
THE Company's Steamship.	

## "HAICHING."

Captain Hodgins, will be despatched for the above ports TO-DAY, the 1st September, at Noon.	
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For Freight or Passage, apply to DOUGLAS LA PRAT & CO., General Managers.	
Hongkong, 30th August, 1904.	[2115]

COMPAGNIE DES MESSAGERIES MARITIMES.	
PAQUEBOTS—POSTE FRANCAIS.	

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO	
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PORTS OF BRAZIL AND RIVER PLATE.	
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ON TUESDAY, the 6th September, 1904, at 1 P.M., the Company's Steamship "MANCHE", Captain Mourad, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, Transshipping Passengers and Cargo at Saigon to S.S. "Polynece".	
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Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.	
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Shipping Orders will be granted till Noon only on Monday, the 6th September. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.	
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For further particulars, apply at the Company's Office.	
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G. DE CHAMPEAUX, Agent.	
Hongkong, 24th August, 1904.	[2]

FOR SINGAPORE, PENANG AND CALCUTTA.	
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THE Steamship	
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"LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on SATURDAY, the 3rd September, at 3 P.M., instead of as previously advertised. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.	
Hongkong, 31st August, 1904.	[2061]

STEAM TO CANTON.	
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REDUCED FARES.	
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THE Commodious Steel Twin Screw Steamer "TAI ON."	
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Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.30 P.M., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 P.M.	
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Fares:—	
Saloon .....	\$3.00
Chinese Saloon .....	\$1.00
2nd Class .....	0.60
Steerage .....	0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivaled accommodation, excellent cuisine, best brands of Wines and Spirits at moderate charges.	
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YIK ON S. S. CO.	
309, Des Vaux Road Central	
Hongkong, 9th July, 1904.	[1674]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & LONDON & ANTWERP.	JAVA.	Brit. str.	S. Barcham	P. & O. S. N. Co.	About 2nd inst.
LONDON, via Ports of Call.	BENVOIRICH	Brit. str.	Thompson	GIBB, LIVINGSTON & CO.	About 7th inst.
LONDON, AMSTERDAM & ANTWERP	CHUSAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	10th inst., Noon.
LONDON, AMSTERDAM & ANTWERP	GLAUCUS	Brit. str.	Thompson	BUTTERFIELD & SWIRE	13th inst.
LONDON, AMSTERDAM & ANTWERP	TYDEUS	Brit. str.	Thompson	BUTTERFIELD & SWIRE	27th inst.
LONDON, AMSTERDAM & ANTWERP	PATROCLOS	Brit. str.	Thompson	BUTTERFIELD & SWIRE	11th Oct.
MARSEILLES, via Ports of Call.	PINGSUEY	Brit. str.	Thompson	BUTTERFIELD & SWIRE	25th Oct.
HAVRE & HAMBURG	MANCHE	Brit. str.	Mourad	MESSAGERIES MARITIMES	6th inst., at 1 P.M.
HAVRE & HAMBURG	GENEBAUD	Ger. str.	H. Blecker	MELCHERS & CO.	14th inst., Noon.
HAVRE & HAMBURG	AMERISIA	Ger. str.	Filler	HAMBURG-AMERIKA LINE	6th inst.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINE	20th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dührn	HAMBURG-AMERIKA LINE	3rd Oct.
HAVRE & HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINE	18th Oct.
HAVRE, LONDON & ANTWERP	MONTESHIRE	Brit. str.	G. C. Cundy	SHEWAN, TOMES & CO.	1st Nov.
DURBAN, NATAL	ALCINOUS	Brit. str.	J. C. Williamson	GIBB, LIVINGSTON & CO.	About 5th inst.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	Brit. str.	J. Cox	BUTTERFIELD & SWIRE	22nd inst.
NEW YORK VIA SUEZ CANAL	EPSON	Brit. str.	J. Cox	STANDARD OIL CO.	About 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	HUDSON	Brit. str.	J. Cox	STANDARD OIL CO.	About 15th inst.
VANCOUVER, via SHANGHAI, & VICTORIA (B.C.) & TACOMA via JAPAN.	ATHOLL	Brit. str.	Thompson	DOUGLAS LA PRAT & CO.	20th inst.
PORTLAND, OREGON	ATHENS	Brit. str.	Thompson	CANADIAN PACIFIC R. CO.	12th Oct.
AUSTRALIAN PORTS	TELEMACHUS	Brit. str.	Thompson	BUTTERFIELD & SWIRE	17th inst.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	ARAGONIA	Brit. str.	Schmidt	PORTLAND & ASIATIC CO.	14th inst.
KOBÉ	CHANGSHA	Brit. str.	Moore	BUTTERFIELD & SWIRE	10th inst.
KOBÉ	EASTERN	Brit. str.	Ellis	GIBB, LIVINGSTON & CO.	17th inst., Noon.
KOBÉ	JAPAN	Brit. str.	E. P. Martin	P. & O. S. N. Co.	About 3rd inst.
KOBÉ	CHANGSHA	Brit. str.	Thompson	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	NANKIN	Brit. str.	Thompson	P. & O. S. N. Co.	About 4th inst.
SHANGHAI, TSINGTAU & CHEMULPO	HANGSANG	Brit. str.	Thompson	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
AMOI, ST. PAULS & RANGOON	LYEEMOON	Ger. str.	Th. Lehmann	SIEMSEN & CO.	3rd inst., 5 P.M.
TAMUI, via SWATOW & AMOY	BENGAL	Brit. str.	G. Phillips	P. & O. S. N. Co.	About 8th inst.
TAMUI, via SWATOW & AMOY	ALAMOOTTA	Brit. str.	Windsor	JARDINE, MATHESON & CO.	6th inst., 8 P.M.
TAMUI, via SWATOW & AMOY	ALAMOOTTA	Brit. str.	Windsor	OSAKA SHOSHEN KAISHA	4th inst., 10 A.M.
ANPING, via SWATOW & AMOY	PROVIDENCE	Brit. str.	H. A. Hardsen	OSAKA SHOSHEN KAISHA	11th inst., 10 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	Hodgins	DOUGLAS LA PRAT & CO.	To-morrow, Noon.
SWATOW, AMOY & TAMSUI	HAICHING	Brit. str.	Hodgins	DOUGLAS LA PRAT & CO.	3rd inst., 3 P.M.
MANILA	YUENSANG	Brit. str.	Meyrick	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
MANILA	RUEN	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	3rd inst., 10 A.M.
MANILA	TREMONT	Brit. str.	T. W. Garlick	DOUGLAS LA PRAT & CO.	About 10th inst.
MANILA	ZAFIRO	Brit. str.	R. Redger	SHEWAN, TOMES & CO.	17th inst., 10 A.M.
MANILA	EASTERN	Brit. str.	McArthur	GIBB, LIVINGSTON & CO.	17th inst., Noon.
CEBU & ILOILO	SUNGKIAN	Brit. str.	McArthur	BUTTERFIELD & SWIRE	To-morrow.
SANDAKAN & KUDAT	BORNEO	Ger. str.	E. Muhle	MELCHERS & CO.	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	J. G. Spence	DAVID SASSOON & CO.	3rd inst., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	J. G. Spence	JARDINE, MATHESON & CO.	6th inst., 5 P.M.
BOMBAY via SINGAPORE & PENANG	ISCHIA	Ital. str.	Maganzini	CARLOWITZ & CO.	10th inst., Noon.

## HAMBURG-AMERIKA LINE.

FOR SHANGHAI, TSINGTAU AND CHEMULPO.

THE Steamship

"LYEEMOON," Captain Th. Lehmann, will be despatched for the above ports on SATURDAY, the 3rd September, at 5 P.M.

This Steamer has superior accommodation for First and Second class passengers. For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 30th August, 1904. [2115]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EASTERN," Captain Ellis, will be despatched for the above ports on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 19th August, 1904. [2027]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG, 1904.

"ATHOLL" .....

"MAGNET" .....

"SAGAMI" .....

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 9th August, 1904. [1877]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Captain E. J. Hage, of 1,688 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with electricity, hot and cold water service. The cuisine is unequalled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class .....

2nd .....

Meals .....

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S. S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [7]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.

No. 147, Canton Road Central.

Hongkong, 15th March, 1904. [2]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila.	Sat., 3rd Sept., 10 A.M.
ZAFIRO	2540	R. Redger	Manila.	Sat., 17th Sept., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 29th August, 1904. [16]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBÉ AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
* PLEIADIS	3,753	Purinton	Saturday, September 17th
SHAMMUT	9,406	W. M. Smith	Saturday, September 24th
TREMONT	9,406	T. W. Garlick	Saturday, October 1st

\* Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,406 tons.	T. W. Garlick	About 10th September.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAMMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 29th August, 1904. [7]

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI, via SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 4th Sept., at 10 A.M.
ANPING, via SWATOW AND AMOY	"PROVIDENCE"	WEDNESDAY, 7th Sept., at 10 A.M.
TAMUI, via SWATOW AND AMOY	"K. KOENIGSBERG"	SUNDAY, 13th Sept., at 10 A.M.
	"FRITHJOF"	
	H. A. HARDSSEN	

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 29th August, 1904. T. ARIMA, Manager [15]

## HAMBURG-AMERIKA LINE.

## OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

# PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATE.	
ANDALUSIA ...	HAYRE and HAMBURG .....	On 6th Sept.	Freight.
Capt. Filler ...	(Calling at Singapore, Penang and Colombo) ...		
SAMBIA ...	HAYRE, BREMEN and HAMBURG .....	On 20th Sept.	Freight.
Capt. Luning ...	(Calling at Singapore, Penang and Colombo) ...		
SCANDIA ...	HAYRE and HAMBURG .....	On 3rd Oct.	Freight & Passengers
(or KONTIGSSBERG) ...	(Calling at Singapore, Penang and Colombo) ...		
Capt. Bebrres ...			
SUEVIA ...	HAYRE and HAMBURG .....	On 18th Oct.	Freight.
Capt. von Döhren ...	(Calling at Singapore, Penang and Colombo) ...		
BRISGAVIA ...	HAYRE and HAMBURG .....	On 1st Nov.	Freight.
Capt. Schülle ...	(Calling at Singapore, Penang and Colombo) ...		



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 3rd September.	
GLASGOW and LIVERPOOL	"PATROCLOS"	On 8th September.	
GLASGOW and LIVERPOOL	"PINGSUBY"	On 17th September.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 24th September.	
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st October.	
GLASGOW and LIVERPOOL	"ULYSSES"	On 8th October.	

## HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"GLAUCUS"	On 13th September.	
GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS"	On 22nd September.	
LONDON, AMSTERDAM and ANTWERP	"TYDEUS"	On 27th September.	
LONDON, AMSTERDAM and ANTWERP	"PATROCLOS"	On 11th October.	
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 22nd October.	
LONDON, AMSTERDAM and ANTWERP	"PINGSUBY"	On 25th October.	

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"TELEMACHUS"	On 7th September.	
	"DEUCALION"	On 3rd October.	

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th August, 1904.

[10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO	DATE
CEBU and LOILO	"SUNGKANG"	On 2nd September.	
KOBE	"CHANGSHA"	On 2nd September.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and YELBOURNE	"CHANGSHA"	On 16th September.	

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 29th August, 1904.

[12]

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR

STEAMERS TO SAIL

SHANGHAI	"HANGSANG"	Friday, 2nd Sept., 4 p.m.
MANILA	"YUENSANG"	Friday, 2nd Sept., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 6th Sept., 3 p.m.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS.

Hongkong, 27th August, 1904.

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# SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIN-WAN-TAO OR CHEFOO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "GRANLEY"	Captain W. E. Steele.
S.S. "KIBAL"	Captain M. Robertson.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "TWEEDDALE"	Captain T. M. Milne.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.

The next departure will be the S.S. "LOTHIAN," sailing from here on or about 5th September (taking Cargo for Durban, East London, Port Elizabeth, and Cape Town).

For Freight, apply to—  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.

Hongkong, 19th August, 1904.

[2030]

# AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSON." Captain J. Cox, will be despatched for the above port on FRIDAY, the 9th September, to be followed by the Steamship, "CLAYBURN," on or about TUESDAY, the 16th October.

For Freight, apply to—  
**SHEWAN, TOMES & CO.,**  
General Agents.

Hongkong, 24th August, 1904.

[1630]

# "SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE." Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to—  
**SHEWAN, TOMES & CO.,**  
Agents.

Hongkong, 11th August, 1904.

[1858]

# THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN." Captain A. J. Thompson, carrying His Majesty's Mails, will be despatched from this port for Bombay, etc., on SATURDAY, the 10th SEPTEMBER, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed from Bombay by the R.M.S. "Oriental," due in London on the 23rd October.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 29th August, 1904.

# VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR SANDAKAN AND KUDAT.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN AND ZAMBOANGA.

THE Company's Steamship

"BORNEO." Captain E. Muhle, will be ready to load for the above ports on MONDAY, the 6th September.

For Freight or Passage, apply to—  
**MELCHERS & CO.,**  
Agents.

Hongkong, 30th August, 1904.

[2114]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA." Captain Windward, will be despatched as above on TUESDAY, the 6th September, at DAYLIGHT.

For Freight or Passage, apply to—  
**JARDINE, MATHESON & CO.,**  
Agents.

Hongkong, 30th August, 1904.

[2117]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVORLICH." Captain Thomson, will be despatched as above on or about the 7th September.

For Freight or Passage, apply to—  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 16th August, 1904.

[1994]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAHAG, also BAKELONG, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA." Captain Magazzini, will be despatched as above on SATURDAY, the 10th September, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to—  
**CARLOWITZ & CO.,**  
Agents.

Hongkong, 29th August, 1904.

[4]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON." will be despatched on or about the 15th September.

For Freight or further information, apply to—  
**STANDARD OIL COMPANY OF NEW YORK,**  
Oriental Freight Department.

Hongkong, 29th July, 1904.

[1844]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN." Captain McArthur, will be despatched as above on SATURDAY, the 17th September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to—  
**GIBB, LIVINGSTON & CO.,**  
Agents.

Hongkong, 27th August, 1904.

[2090]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to—  
**BODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1904.

[2090]

HONGKONG-MACAO LINE.

S.S. "WING CHAI." Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 a.m.; on Excursion Sundays, at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 p.m.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Tea on board at Macao \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1904.

[76]

MARTIN'S

APOLLO STEEL

FOR LADIES PILLS

A French Remedy for all irregularities. This medicine keeps a part of Martin's Pills in the house, so that on the first sign of any irregularity of the system a lady may be administered. These pills are then recommended to be taken every day. They are sold by all chemists and druggists. MARTIN, General, SOUTHAMPTON, ENGLAND.

For further particulars, apply to—  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 29th August, 1904.

[1]

# NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SCANDIA." Captain Behrens, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 29th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 29th August, 1904.

[2118]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"NUMANTIA." Captain Breimer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary has been given before To-day.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd September, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 27th August, 1904.

[2-389]

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN." Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. "Himalaya."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before Noon To-day, the 27th inst.

Goods not cleared by the 2nd proximo, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1904.

[1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TYDEUS." are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 29th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 5th prox.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th August, 1904.

[10-11]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

THE Steamship

"NIPPON." having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk; into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 4th September, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 4th September, will be subject to rent.

Bills of Lading will be countersigned by—  
**SANDER, WIELER & CO.,**  
Agents.

Hongkong,



